

THE "SIX"

Sump ventilation—keeps oil supply pure
High-turbulence manifold—quick starting; economy
Rear can-and-lever steering—easy "15 to 1" steering
HONG KONG HOTEL GARAGE
25, Queen's Road C. & at Stubbs Road.
The Hong Kong & Shanghai Hotels, Ltd.

Library, Supreme Court
Business Manager.

The China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/2 15/16.

No. 27,656 HONG KONG, THURSDAY, NOVEMBER 27, 1930. PRICE \$3.00 Per Month.

Dainty Glasses

N. LAZARUS
Ophthalmic Optician
13, Queen's Road Central.

EUROPEAN AND RIKISHAMEN.

Alleged Robbery of Twenty Dollars.

A SMART EYE-WITNESS.

Two rikisha coolies, Chan Ngan and Li Tan-se, were this morning charged by Detective Sub-Inspector John O'Donovan before Mr. E. H. Williams in the Second Court with the larceny of \$20 from Mr. Rey W. Webber, of A. S. Watson & Co., Ltd.

Mr. Leo d'Almada, sen., appeared for the first defendant, whilst Mr. Horace Lo appeared for the second. Mr. Lo intimated that he would like to know a little about the case.

Police Statement.

Sub-Inspector O'Donovan said that on Monday at 12.30 a.m. the two defendants were seen pulling Mr. Webber in a rikisha along Queen's Road Central, and on reaching the entrance of the Hong Kong and Shanghai Bank building they were observed to search him. Then they carried Mr. Webber and put him over the fence into the shrubbery on the banking. A witness had the presence of mind to note the rikisha's number, and after doing so went in search of the Police. He came across two detectives, and the party then proceeded to locate the vehicle. They arrested the second defendant, and with his assistance caught the first man about a quarter of an hour later in Queen's Road. First defendant was overheard to say to the second man: "Give the Police some money and they will let us go." It was then that the second defendant pushed \$20 (the stolen money) into the pocket of one of the detectives. Those were the brief facts of the case.

Request for Bail.

Mr. Lo intimated that in view of the evidence against the first defendant being so flimsy, would the Police not consider bail?

Inspector O'Donovan replied that he was not prepared to do so, and added that there might be a further charge of offering a bribe, because \$20 was a rather large sum.

His Worship adjourned the case to Tuesday.

BAD CHARACTER.

OBTAINS MONEY ON FALSE PRETENCES.

CURIOS STORY.

A curious story was told to Mr. H. R. Butters this morning when a Chinese named Kwok Ping was charged with obtaining \$16 by false pretences from the wife of a countryman named Mak Kam, who is stated to be unemployed.

Detective-Sergeant Brown said that the complainant promised to get a job for the accused as a fireman in a hotel in Kowloon and the two went together to see about it. At the hotel the complainant asked accused to wait outside whilst he went in to speak to the No. 1. When complainant returned a few minutes later, he found that accused was gone.

Accordingly complainant returned home and was informed by his wife that accused had called and, using the complainant's name, obtained \$16 from her, on the pretext that the money was required as security for the job.

Complainant immediately informed the Police and accused's arrest followed.

The Magistrate, after inspecting the accused's "record," which showed that he had been convicted once for indecent assault, and again for fighting, passed sentence of three months' hard labour, and ordered the accused to undergo two years' Police surveillance on the expiry of the jail term.

CHINA'S NEW TARIFF.

Nanking, To-day. The new tariff schedule has passed its third reading at a meeting of the Finance Committee of the Legislative Yuan. It will be submitted to the central budget in the first session of the Parliament. The Parliament declared that there was no proof that the new tariff was necessary, and that the new tariff was not in accordance with the principles of the World Trade Organization.

FAR EAST AIR MAIRS BEING HELD UP?

Allegations Made in House of Commons.

PERMISSION TO LAND

London, Yesterday. In the House of Commons to-day, Mr. J. Mander (Liberal) asked for information regarding the establishment of an air mail service from Britain to the Far East, and whether the Government of India were "still refusing permission to the Imperial Airways to operate a route from Karachi onwards across India.

Mr. F. Montagu replied that the Government of India was providing a series of aerodromes between Calcutta and Victoria Point, but the route would not be ready before the end of the year. He said that Imperial Airways had submitted tentative proposals to provide a weekly air mail service from Britain to Australia via Calcutta, Rangoon, and Singapore, which was at present being considered.

He understood that the Government of India were considering proposals to operate an Indian State air service between Karachi and Calcutta.

Mr. Mander asked: "Why is the Government of India holding up this great Imperial development?"

Mr. Montagu said that he was not prepared to accept the implication of the question, which should be addressed to the Secretary for India.—Reuter.

SIR H. STANLEY.

REASON FOR APPOINTMENT TO S. AFRICA.

NATIVE AFFAIRS.

Rugby, Yesterday. Mr. J. H. Thomas, Secretary for Dominions Affairs, stated in the House of Commons that Sir Herbert Stanley would take up his new appointment as High Commissioner in South Africa next April. The object of the appointment was to meet the changed position of the Governor-General following upon the decisions of the Imperial Conference. The British Government was responsible for the native policy in Basutoland, Bechuanaland Protectorate and Swaziland, and for certain supervisory functions in relation with native affairs in Southern Rhodesia. The Governor-General would not now be responsible to the Dominions Minister, and it was essential that control of the native policy must be in the hands of someone directly responsible to him.—British Wireless Service.

SUGAR CRISIS.

NO RISE IN PRICE TO BE EXPECTED.

PREFERENCE TO STICK.

Rugby, Yesterday. During the debate raised by Lord Olivier in the House of Commons on the crisis in the West Indies sugar industry, the Colonial Secretary, Lord Passfield, said that it was difficult to expect any rise in the price of sugar so long as the present world accumulation of visible stocks remained.

Regarding a sugar preference, the Chancellor of the Exchequer had made it clear that it is not his intention to withdraw the existing preference of £3 16s. 0d. per ton for the next three years.—British Wireless Service.

DUMPING OF WHEAT.

LOW PRICE DUE TO WORLD SURPLUS.

MOTION DEFEATED.

London, Yesterday. The House of Commons by 224 votes to 189 rejected a private members' motion deplored the Government's inaction in connection with the dumping of foreign cereals, and urging immediate countervailing measures.

The Parliamentary to the Board of Trade declared that there was no proof that Chinese dumping was responsible for the low price, which was due to the world surplus.

TERRIBLE TOLL OF JAPAN 'QUAKE.

Over 300 Persons Killed and Injured.

BUILDINGS DEVASTATED.

London, Yesterday. The latest figures of the quake are 252 dead, 143 injured, 1,550 buildings totally destroyed, and 4,637 partially destroyed.—Reuter.

Recorded in Hong Kong.

The Royal Observatory courteously informs us that the Japanese earthquake was recorded in Hong Kong as follows:—

The longitudinal waves began at 3.817 a.m. on the 26th, the transverse waves at 3.12.50 a.m. and the surface waves at 3.16.28 a.m. The maximum northerly component of movement was 50 mms. at 3.19.0 and the maximum easterly component was 26 mms. at 3.19.0. The estimated distance of the disturbance from Hong Kong was 3,200 kms.

Earlier Cables

Tokyo, Yesterday. The latest official report gives the death roll in the Shizuka prefecture as 187, but Press dispatches give it as 219.

Anxiety regarding the three hundred workers engaged in the construction of Tanna tunnel has been allayed by a report that apparently only five men were rescued, of whom one was rescued alive.

Railway communications at Atami have been restored, but owing to destructive fires and landslides following the quake, it is feared the material damage, which is heaviest in the district southward of Mishima, will amount to scores of millions of yen.

Detailed accounts of the damage and casualties are in some instances conflicting, but both official and unofficial reports indicate that the total death roll is only around two hundred.

Amongst the conflicting reports are a semi-official report that Hakonemachi was destroyed, whereas according to an official report, reaching the Home Office, only three houses were destroyed and five persons were injured.

Local military forces are assisting in the rescue work and everything possible is being done for the care and comfort of the injured and homeless, though owing to the cold, frosty weather it is feared a certain amount of suffering is inevitable.

According to details received by the Home Office, the death roll is now raised to 223. The injured number 146 and the missing 6.

The buildings destroyed are 655 and partially destroyed 4,500.

An official dispatch reaching the Home Office says it is confirmed that all the houses in Hakonemachi except three have been destroyed, whilst fifteen persons are dead and eight missing.—Reuter.

MODERATE.

To-day's weather report from the Royal Observatory states:

The anti-cyclone has dissipated. A depression has formed over N.E. Japan and a new anti-cyclone over N. China.

Moderate to fresh monsoon prevails along the S.E. coast of China and over the N. China Sea.

Forecast: N.E. winds; moderate; fair.

Rainfall.

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 56.19 inches against an average of 51.88.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:

Hong Kong 68
Macao 67
Pratia Island 74
Manila 76
Fuzhou 60
Amoy 63
Tsinan 68
Tientsin 54
Shanghai 45

"FIGHT TO A FINISH"

SEVEREST BATTLE EVER FOUGHT.

YUNNAN CHAOS

NO HOPE OF PEACE EXTENDED.

Canton, Yesterday.

After the collapse of the Northern coalition, the Ironside-Kwangsi insurgents have realised that they cannot keep up a stand in Kwangsi any longer. They have decided at a military conference held in Nanning to fight their way out to Yunnan, which should they achieve a success, would be taken as their base, for the expansion of their military strength against the Central Government.

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London, Yesterday. In the House of Commons to-day, Mr. Arthur Henderson assured a questioner that all British creditors were being fully considered in the discussions in Nanking with the Chinese Government. His Majesty's Minister has made it clear that any solution proposed by the Chinese Government should provide full payment of all valid British claims at the earliest possible moment.—Reuter.

BRITISH CLAIMS.

Full Payment By China Demanded.

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Turn-Over of Nanning.

On account of the insurgents having devoted their full attention to the capture of Yunnan, they will give up Nanning voluntarily. The 8th Route Army, personally led a strong detachment of troops to Kwangnan on the Yunnan-Kwangsi borders, so as to deal with the menace of the insurgents.

Ammunition from Annam.

It will be recalled that the Ironside-Kwangsi insurgents were short of ammunition, as previously reported, and that they had to avoid any direct encounter with the Government troops for a period of several months. But since they have bought a large quantity of ammunition from Annam, they immediately launched the offensive against the Yunnan.

Yen Leaving Shansi.

Because of the frequent visit on Talyuan of National planes, the Shansi generals Shang Chen and Hsu Yung-chang have sent officers to inquire Yen Hsi-shan about the actual date of his departure, on the ground that they may report to the Central Government with the request to cease further air raid on Talyuan.

On Monday last, over 20 motor buses fully loaded with belongings of the Shansi warlord were witnessed to have left Hopichun for Tientsin via Tatung, an indication of Yen's early departure for Japan.

Special Train.

General Chang Hsueh-liang has wired to Chairman Wang Shu-hsing of Hopei, instructing him to send a special train to Shih-chachwang for the conveyance of Yen Hsi-shan to Tientsin. Yen will probably leave China upon the arrival of General Chang Hsueh-liang at Peking from Nan-king.

After the departure of Yen Hsi-shan, the National Government will issue an order to General Shang Chen, entrusting him with the rehabilitation of Shansi.

The military pay of Shansi troops was three months in arrears, payment being made to the month of August. The Shansi bank notes are refused acceptance by the inhabitants.—Canton News Agency.

Yen Undecided.

Peking, Yesterday.

A message from Taiyuan states that Yen Hsi-shan has made up his mind to go abroad, but is undecided whether to proceed via Tientsin to Japan or to Europe via Ural.

He wants a personal guarantee of safety from Chiang Kai-shek and Chiang Hsueh-liang.

Nanking, Yesterday.

In response to an enquiry, the National Government has wired to Shang Chen that it will not take any action against Yen Hsi-shan so long as he leaves the country.

Insurgents are said to have ap-

DISMISSAL OF CIVIL SERVANTS.

Ten Thousand Likely to Be Effected.

WORK ON THE ROADS?

New York, Yesterday. The Associated Press at Buenos Aires says that Argentina will be faced by the tremendous deficit of 15,000,000 pesos at the end of the financial year.

The Ministry of Finance has decided that it is necessary to dismiss 10,000 civil servants and other State employees, but, in order to mitigate the resultant unemployment, the Government are contemplating a scheme of road construction for which, say, 4,000 labourers will be required.—Reuter's American Service.

London, Yesterday. The anti-British allegations at the Moscow conspiracy trial attracted attention in the House of Commons at question time to-day, Sir Rennell Rodd and Sir Alfred Knox asking whether the British Government intended to protest officially as the French had done.

Mr. Arthur Henderson said that the documents issued from the Russian Press included depictions in which private individuals made unfounded allegations against British subjects and the Government, mostly relating to the years 1927 and 1928. The accompanying summary, signed by the Public Prosecutor, contained passages involving another foreign power. It did not refer to the British Government or subjects, therefore, no grounds could exist for protest.

Sir Alfred Knox drew attention to the recent issue of Pravda, directly implicating the British Government.

Mr. Henderson said that he had not seen Pravda, but promised to consider any points that Sir Alfred Knox would supply him with.—Reuter.

"RED" ANTI-BRITISH ALLEGATIONS.

No Grounds Exist for Protest.

ATTACK BY "PRAVDA".

London, Yesterday



LLOYD TRIESTINO

FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking cargo on through Bills of Lading
to Flume, Genoa, All Italian, Adriatic, Levant
Black Sea and Danube Ports

Passenger to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
M.V. "COL DI LANA"	Dec. 9	Dec. 8
S.S. MONCALIERI	Nov. 30	Dec. 1
† S.S. GANGE	Dec. 4	Dec. 25
S.S. CARIGNANO	Dec. 31	Feb. 8
S.S. PILSNA	Jan. 9	Jan. 24

* Passenger steamers with First, Second & Second Intermediate accommodation.
† Particular attention is drawn to the S.S. Gange which will make the journey Hong Kong-Italy in 21 days.
Sailing Dates subject to change without notice.
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Queen's Building, DODWELL & CO., LTD., Agents.
Tel. 28201.

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING
FROM £83 TO £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
CHICHIBU MARU Thursday, 11th December.
TAIYO MARU Sunday, 21st December.
SEATTLE, VICTORIA via Shanghai & Japan Ports.
HIKAWA MARU Wednesday, 3rd December.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
HAKOZAKI MARU Saturday, 29th Nov. at 7 a.m.
TERUKUNI MARU Saturday, 13th December.
SYDNEY & MELBOURNE via Manila & Ports.
ATSUTA MARU Tuesday, 23rd December.
BOMIYU via Singapore, Penang, & Colombo.
† CALCUTTA MARU Thursday, 27th November.
KAGA MARU Thursday, 11th December.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
RAKUYO MARU Monday, 22nd December.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports,
KAMAKURA MARU Wednesday, 17th December.
NEW YORK, BOSTON via Panama.
† TAKAOKA MARU Thursday, 11th December.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.
† DAKAR MARU Friday, 12th December.
CALCUTTA via Singapore, Penang & Rangoon.
† PENANG MARU Sunday, 30th November.
† HAKODATE MARU Monday, 8th December.
SHANGHAI, KOBE & YOKOHAMA.
TANGO MARU (Calls Moji) Saturday, 29th November.
KAMO MARU Tuesday, 2nd December.
KATORI MARU Sunday, 14th December.
+ Cargo only.

For further information apply to: NIPPON YUSEN KAISHA.

Telephone 30291.

(Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore
Colombo, Suez and Port Said.
LONDON MARU Sunday, 14th December.
ANDES MARU Wednesday, 24th December, 1930.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Santos, Singa-
pore, Colombo, Durban & Cape Town.
RIO DE JANEIRO MARU Friday, 28th November.
MONTEVIDEO MARU Tuesday, 30th December.
BOMBAY—Via Singapore & Colombo.
SUMATRA MARU (Calls at Karachi) Thursday, 4th December.
DURBAN, LORENZO MARQUES, BEIRUT, DAR-ES-SALAAM, ZAN-
ZIBAR, MOMBASA—Via Singapore & Colombo.
CANADA MARU Saturday, 6th December.
CALCUTTA—Via Singapore, Penang & Rangoon.
TACOMA MARU Tuesday, 2nd December.
MADRAS MARU Thursday, 18th December.
VICTORIA, SEATTLE, TACOMA & VANCOUVER.
ARABIA MARU (from Shanghai) Monday, 15th December.
MELBOURNE—Via Manila, Brisbane & Sydney.
* SYDNEY MARU Saturday, 6th December.
* (Calls at Wellington & Auckland.)
HAIPHONG—Via Hothow & Pakhot.
NEW YORK—Via Japan Ports & Panama.
HOKUROKU MARU Saturday, 6th December.
LOS ANGELES, PANAMA, NEW YORK, BOSTON, BALTIMORE, AND
PHILADELPHIA.
JAPAN PORTS.
SEATTLE MARU Tuesday, 9th December.
(Takao & Keelung via Amoy.)
KEELUNG—Via Swatow & Amoy.
HOZAN MARU Sunday, 30th November—Noon.
TAIKO—Via Swatow & Amoy.

For further particulars please apply to: OSAKA SHOSEN KAISHA.

Tel. 28063.

M. TAKEUCHI Manager

KAIPING HOUSEHOLD COAL

In Lots of not
less than
1/2 ton.Delivered to
Peak District
(above Bowen
Road), £23.00
per ton.Delivered to
Buxton Road
Sheffield, £21.00
per ton.Delivered to
Preston, £21.00
per ton.Delivered to
Bolton, £19.00
per ton.Delivered to
Warrington, £18.00
per ton.Orders should
be sent in writing
at least 24
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MAIL AND PASSENGER STEAMERS.

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Straits, Java, Burma, Ceylon, India, Persian Gulf, West Indies, Mauritius, East and South Africa, Australasia, including New Zealand and Queensland Ports, and Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

S.S.	Tons.	From Hong Kong & About	Destination.
BAWALPINDI	10,619	1930 6th Dec. Noon	Bombay, Marseilles, & London.
ALIPORE	5,273	9th Dec.	Straits, Colombo & Bombay.
KALYAN	9,144	20th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
LAHORE	5,304	27th Dec.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RANCHI	16,650	3rd Jan.	Bombay, Marseilles & London.
JEYPORE	5,318	10th Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHMIR	8,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	16,132	31st Jan.	Bombay, Marseilles & London.

*Cargo only. †Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Kedivali Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

S.S.	Tons.	1930	Destination.
TALMA	10,000	1st Dec. 11 a.m.	Singapore, Penang & Calcutta.
TAKADA	6,940	9th Dec.	Singapore, Penang & Calcutta.
SIRDHANA	7,745	25th Dec.	Singapore, Penang & Calcutta.
TILAWA	10,006	1931 3rd Jan.	Singapore, Penang & Calcutta.
SHIRALA	7,841	15th Jan.	Singapore, Penang & Calcutta.
TALMA	10,000	3rd Feb.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

S.S.	Tons.	1930	Destination.
TANDA	6,956	5th Dec. 4 p.m.	Manila, Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	2nd Jan.	
NELLORE	6,853	31st Jan.	

Regular monthly sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Iloilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as indicated.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

SIRDHANA	7,745	2nd Dec.	Amoy, Shih, Moji, Kobe & Osaka, Shanghai, Kobe & Yokohama.
RANCHI	16,850	5th Dec.	Moji & Kobe.
MIRZAPORE	6,715	7th Dec.	Shih, Moji, Kobe, Osaka & Yihama.
ST. ALBANS	4,500	9th Dec.	Amoy, Shih, Moji, Kobe & Osaka.
TILAWA	10,006	15th Dec.	Shanghai, Moji, Kobe & Yokohama.
PERIM	7,643	16th Dec.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	20th Dec.	Amoy, Moji, Kobe, Osaka & Yihama.
SHIRALA	7,841	24th Dec.	Shanghai, Moji, Kobe & Yokohama.
COMORIN	15,132	3rd Jan.	Shanghai, Kobe & Yokohama.
TALMA	10,000	12th Jan.	Amoy, Shih, Moji, Kobe & Osaka.
KASHGAR	9,005	17th Jan.	Shanghai, Moji, Kobe & Yokohama.
KHIVA	9,135	24th Jan.	Shanghai, Moji, Kobe & Yokohama.
MAIWA	10,980	31st Jan.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundry.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDRIES. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two shipways and can accommodate any craft of 200 feet long.

Town Office: 44, Connaught Road Central, Hong Kong. Tel. 30459. Shipyard: Shun-ah-poo, Kowloon, Hong Kong. Kowloon Tel. 57069. Estimates furnished on application.

Hong Kong, April 1, 1930.

THE LOAD LINE CONVENTION.

AMERICAN ACTION.

Many important points are raised by the publication of the terms of the International Convention on Load Lines. For example, it is understood that the United States, which has hitherto had no compulsory load lines for its shipping, has already put the rules provided for in the Convention into effect.

The International Convention, which needs to be ratified in the various countries, does not take effect until July 1, 1932, but there seems no reason why the nations, if they so desire, should not put the new rules, or at any rate some of them, into operation before then as a piece of domestic legislation. British shipowners might contend that, since American and other owners will be permitted to direct their ships to the ports of Britain at once with load lines in accordance with the new Convention, they should be placed in the same position. Should that view be generally held, the proper course would seem to be for owners to make representations to the Chamber of Shipping, with a view to the matter being submitted to the British Government. So far as many of the provisions are concerned, excluding those affecting timber-carrying ships, which are the subject of special legislation, the necessary orders could be made by the Board of Trade.

British oil tankers will, in accordance with the new regulations, be permitted to load deeper than hitherto. Thus the freeboard of an oil tanker 500ft. long will be reduced by about 15in. The carrying capacity of the British vessels will thus be increased and will be more in accordance with that hitherto ruling for American ships.

British vessels carrying deck loads of timber will also be permitted to load deeper than in the past, the reduction in the freeboard varying from 9in. to 14in., according to the size of the ship. The new conditions will resemble, to some extent, those which now apply to Scandinavian vessels. The new rules represent, in effect, a compromise between the different practices of the nations. For the first time special load lines are provided for timber ships, as well as for oil tank vessels.

The experience with the Scandinavian timber-carrying vessels is considered to have justified deeper loading for British ships. The international agreement will be the means of avoiding certain anomalies which now exist in the timber-carrying trade. Thus, it is now practicable for foreign vessels to load deeper in oversea ports, discharge part of their cargo on the Continent, and reach Britain conforming to the British rules. Again, vessels may reach the ports of Britain with the proper freeboards, though it is obvious that when they left port, and before they were lightened by the use of fuel, water, and stores, they were laden below their marks. Action could be taken in the case of British ships, but not in that of foreign vessels, since the deeper loading took place when the ships were outside British control.

Comparatively little change is made in the regulations affecting ordinary cargo vessels. The freeboards of certain ships will be increased; those of others will be unaltered; and the freeboards of yet others will be reduced.

Besides concerning shipowners, shipbuilders and the shippers of cargo, the new rules are of much interest to marine underwriters. The underwriters, however, may be expected to rely largely on the work done by the experts, including those of the Board of Trade and the registration societies, who have studied all the problems involved with great care and, after long deliberation, have found themselves able to reach agreement.

It should be noted that the British delegation have expressed the view that the new rules will raise the standard of safety of the merchant ship throughout the world.

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in Good Speed
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Sailing from Macao at 7.50 a.m.
Sundays excepted.
Freight and Passage apply.

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241, Des Voeux Road C. Tel. 25061.

PASSENGER LISTS.

ARRIVALS

Per s.s. Taiyo Maru from Los Angeles on November 26.—
Joseph E. Donaldson, Mrs. V. M. Vergara, Miss Madaline Vergara, Angelinda Rose, Ramon Consing, Anicento Vargas, John B. Yohanan, Emilio Felix, Mrs. Catalina Felix, Matr. Manuel Felix, Dr. Damaso T. Samonte, Enrique Vidal, Mrs. Martha K. Vidal, Leslie B. Stiles, Miss Emma F. Hassler, Miss Eleanor B. Hassler, Mrs. Matildas C. Estyad, Mrs. William Arnold, Miss Margaret Arnold, Miss Percia Worcester, Miss Isabel Allan, Dr. and Mrs. W. R. P. Clark, Mr. and Mrs. Geo. T. Bauer, Mr. and Mrs. Oscar Goldsmith, Mrs. Fannie B. Moister, Geo. N. Vitt, Stanley A. Zweibel, Mrs. Stanley B. Zweibel, Mrs. N. Adair, Miss E. M. Adair, Miss L. Gutierrez, Masayoshi Hashimoto, Flits Schmidt, C. C. Sousa, George M. Kelley, Miss Odessa Martin, Charles G. Schluha.

DEPARTURES

Per s.s. Empress of Japan on November 27.—

Miss D. Bell Irving, Mr. and Mrs. H. C. Behrend, Capt. V. J. Barber, Mrs. Buckbrough, Mrs. C. S. Bignold, Mrs. H. M. Brown, F. J. Burd, T. E. J. Collins, Capt. and Mrs. J. H. Carmichael, A. E. Cherry, A. H. Compton, R. H. Cholmondeley, Wm. McL. Clarke, Carey, Mr. and Mrs. A. B. Calder, E. Brook, P. P. Duppy, Daasy, Lt. G. W. Eden, Miss E. B. Fairley, W. Grabig, Miss C. M. Godby, Mr. and Mrs. N. H. Anderson, Gen. T. E. Hambleton, Mr. and Mrs. J. Imrie, G. Johnson, Col. M. H. Logan, W. H. Lewis, Mr. and Mrs. F. B. Locker, E. J. Matherall, A. V. Pinson, Mr. and Mrs. H. L. Pratt, H. H. Pethick, Mr. and Mrs. C. A. da Roza, Mrs. W. S. Ross, Mrs. F. S. Stafford-Smith, Mrs. F. X. da Silva, M. H. Schelz, W. T. Swan, S. R. Sanchez, Mrs. W. Stark, Miss A. Stark, Mr. and Mrs. W. H. Turner, R. E. Thorne, Capt. J. R. Wells, Mrs. L. T. Woolley, Mstr. D. Woolley, Miss J. Woolley, R. L. Wyllie, Mrs. A. V. White, Waters.

CONSIGNEES

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLEBROOK, ANTWERP, LONDON AND STRAITS.

The Steamship,

"BENRINNES"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Goods at the Hong Kong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st December, 1930, will be subject to rent.

All claims against the steamer must be presented to the Underwriters on or before the 15th December, 1930, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th November, 1930, at 10 a.m. by Messrs. Goddard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by.

GIBR. LIVINGSTON & CO., LTD.

Agents.

Hong Kong, 24th November, 1930.

(Australian Agent of Ben Line)

LONDON (via Australia) from £161/0/-

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HAVE YOU TRIED?

THE

"ALLEGRO"AUTOMATIC HONING AND STROPPING MACHINE
FOR SAFETY RAZOR BLADES, WITH
GILLETTE AND VALET ADAPTORS.

The use of an "Allegro" guarantees an absolute clean shave, one blade can be made to last for one year.

NO MORE IRRITATION OF THE SKIN!

A. S. WATSON & CO., LTD.
The Hong Kong Dispensary.**PHOTOGRAPHS**

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HONGKONG VOLUNTEER CAMP
at FANLING

are on view

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VOLUNTEER HEADQUARTERS
Garden Road.**K. FUJIYAMA**
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DIAMOND MERCHANTS.
Union Building (opposite G.P.O.)Agents for:—ADMIRALTY CHARTS,
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ENGLISH SILVERWARE, direct from Manufacturers,
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CHRISTMAS AND GREETING CARDSAs personal as your cheery smile
make Whiteaways Xmas Cards,
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Hong Kong, Thursday, Nov. 27, 1930.

WAR OR PEACE?

It is significant, if one is to draw inferences, that the general tendency of the speeches at yesterday's League of Nations meeting in the Cathedral Hall was toward a definition of the League's humane achievements rather than toward the enumeration of its attempts, if any, to stop war. We urge this point because supporters of the League too readily lose sight of the fact that, although part of its duty is to alleviate the moral and physical sufferings of the world, the object for which it was founded is the prevention of war. Nothing could be more admirable than the efforts of the League to prohibit child slavery and the drug traffic; yet, if it succeeded in eradicating these twin evils and failed to stop an Armageddon, we should be inclined to the opinion that its purpose had been defeated. There is no harm in the League of Nations undertaking this very essential work of social reform; in fact, it is better equipped both spiritually and politically to do so. The hand of the next war, however, cannot be stayed by the mere existence of the League of Nations, and, unless greater attention is paid to this question, we must perforce regard the League as a benevolent institution for helping down-trodden nations and no more. The position is even more delicate owing to the fact that the League has done little to prevent conflicts that have engaged the armed forces of several nations since the League was founded, not by bodies of anti-war professors, but by monarchs and their troops.

Against these peace-loving idealists, we have the type of pacifist as personified in Mr. H. G. Wells, who says quite bluntly that the order to enlist at the declaration of war must be met with adamant disobedience. We have, however, to remember that the League of Nations is not a military alliance, and that the League's members are not bound to call upon their troops.

these people were moralists who were true to their ideals, they would not adopt their pacifist attitude through motives of cowardice, and thus they might be expected to prefer being shot down as "conscientious objectors" than as active soldiers. On the other hand, history teaches us that feelings such as patriotism die very hard, and we have no doubt whatever that the greater proportion of men and women in, say, the British Empire, would gladly lie down their lives in the enthusiasm of the moment were another war to be declared.

War has been called a biological necessity; at least the fighting instinct is as predominant in human nature as it was a thousand years ago. We regret that this should be so, but then, we also regret the passing of Greece and the decline of the Roman Empire. But there is no necessity for us to be fatalists. The tendencies of to-day are toward a nobler ideal of life, and the very existence of the League of Nations is eloquent of a desire, however vague and self-interested, that our little section of the universe shall be run without friction.

News in Brief.

Suffering from a fracture of the skull after having fallen into the hold of a cargo junk in harbour, a Chinese girl named Kwok Choi (4) died soon after admission to the Civil Hospital yesterday.

The University Medical Society will give a tea party in honour of Sir John Bland-Sutton, Bart., Kt., F.R.C.S., D.Sc., and Lady Bland-Sutton, in the Union Assembly Hall, to-day at 5.30 p.m. All members are cordially invited to attend.

The estimate traffic receipts of the Imperial and International Communications, Ltd., for October are \$446,097, compared with \$526,978 for the same month last year. The aggregate receipts from January to October were \$4,526,268, compared with \$5,116,466 for the same period last year.

About 3 p.m. yesterday, a fire occurred at Kau U Fong, a tenement quarter situated between Gage and Gough Streets. The blaze was discovered in the basement of a building adjoining the large native-style residence of Mr. Tang Shu-kin, merchant No. 37 Gage Street.

Mr. G. W. Reeve, B.A., will deliver a lecture on "Some Difficulties in Education" on Monday, December 8, at 5 p.m. in the Union Assembly Room when the next meeting of the University Education Society is held. The lecture is open to the general public and all interested in the topic will be very welcome.

For being the unlawful possessor of eight taels of prepared opium in Connaught Road Central, a Chinese was to-day fined \$900 with the alternative of three months' hard labour by Mr. R. E. Lindsell in the Central Magistracy. In another case two Chinese were remanded for a week on a charge of being dealers in opium.

Chick Lan (35), a woman residing at 81 Shaukiwan Road, was yesterday removed to the Government Civil Hospital in an unconscious condition. She is alleged to have attempted to commit suicide by jumping into the street from her verandah. In doing so she received injuries to her back, but her condition is reported to be favourable. The circumstances of the case are unknown.

The large hall of the Hwa Nan College was packed last night when the old boys gave an entertainment concert, to raise funds for the new laboratory. A feature was the clever dancing executed by Miss Jane Hung, whilst a violin solo by Mr. H. H. Lo, accompanied at the piano by Miss M. Y. Wong, was warmly received. A number of items of Chinese music added to the pleasing variety of the concert.

EXPLORER'S DEATH.

Oalo, Yesterday. The death has occurred of the Polar explorer Otto Sverdrup.

Otto Sverdrup, the Norwegian Arctic explorer, was born at Haarstad in Nordland in October, 1854, and became a ship's officer. In 1883-84 he took part in Nansen's Greenland expedition, being in charge of the vessel which conveyed the party. On his return he took command of a submarine, but in the following year went back to Arctic exploration.

From 1891 to 1895 he superintended the construction of the vessel Fram in which Nansen made his first attempt on the North Pole. On this expedition, which lasted from 1893 to 1896, Sverdrup was second in command.

THURSDAY, NOVEMBER 27, 1930.

CORRESPONDENCE.**SEASIDE GREETINGS.**

To the Editor of the "China Mail":

Sir,—We beg to inform you that Christmas and New Year Greeting telegrams (XLT) will be accepted again this year from December 15 to January 5.

In addition to the usual countries the XLT Service has been extended this year to Czechoslovakia, Poland, Dutch Indies, and Japan. The charges will be calculated on the basis of one quarter of the total charge for ordinary telegrams of the same number of words with a minimum charge for ten words. —Yours, etc.,

S. LACK,
Superintendent,
For The Eastern Extension
Telegraph Co., Ltd.
F. V. JENSEN,
Superintendent,
For The Great Northern
Telegraph Co., Ltd.

TRADE MISSION.
GUESTS OF GENERAL CHAMBER OF COMMERCE.

INFORMAL TIFFIN.

Representatives of the Canadian Trade Mission were entertained to an informal tiffin in the Hong Kong Club yesterday by members of the Committee of the Hong Kong General Chamber of Commerce.

The delegates were welcomed by the Hon. Mr. C. Gordon Mackie, Chairman of the Chamber, who regretted that official notification of the visit had been received too late to organise a reception on the part of the whole Chamber.

The thanks of the Canadian visitors for the hospitality extended were expressed by Mr. J. Imrie, the head of the delegation, and by Mr. F. S. Burd, managing director of the Vancouver Province.

The following were the hosts:—The Hon. Mr. C. Gordon Mackie (Chairman of the Chamber), Mr. T. H. R. Shaw (Vice-Chairman), the Hon. Mr. J. Owen Hughes, the Hon. Mr. Paul Lauder, the Hon. Mr. W. E. L. Shenton, Mr. W. H. Bell, Mr. J. K. Bousfield, Mr. S. J. Walsh, Mr. T. E. Pearce and Mr. J. P. Warren (members of the Committee of the General Chamber of Commerce), and Mr. Allan Cameron (Oriental Manager, Canadian Pacific Steamships, Ltd.).

Following were the guests:—Mr. John Imrie, Mr. W. McLean Clarke, Mr. J. T. Lawson, Mr. F. S. Burd, Mr. N. C. Sawers, Mr. R. H. Baird, Mr. R. E. Thorne, and Mr. W. J. Riddiford (Acting Canadian Trade Commissioner, Hong Kong).

CHINESE HOSTS.

Ten Party in Chinese Merchants' Club.

Yesterday afternoon the Canadian Trade Delegation were guests in the Chinese Merchants' Club, China Building, of the members of the Chinese Chamber of Commerce, when a tea party was held. The Delegation members were accompanied by their wives, and the gathering included Sir Robert Ho Tung, the Hon. Sir Shou-son Chow, the Hon. Dr. H. K. Kotewall and the Hon. Dr. S. W. Tso.

In an address in Chinese, which was translated by Mr. Chan Yung-teng, the Chairman of the Chamber, Mr. Li Yick-mui, said that the importance of commercial intercourse between Canada and China could be easily realised by the figures for the years 1928 and 1929. In 1928 imports into China from Canada amounted to \$13,430,000 in value, while exports from China into Canada amounted to \$2,670,000. For 1929 imports into China have jumped to \$24,240,000, while exports from China to Canada also rose to \$8,050,000.

Turning to the figures between Canada and Hong Kong for the same period, in 1928, imports from Canada were valued at \$2,460,000 and exports to Canada at \$1,440,000. In 1929 imports from Canada had reached the high level of \$2,820,000, although exports to Canada had declined slightly to \$1,400,000.

Mr. John Imrie, Chairman of the Delegation, who replied, warmly appreciated the hope expressed by the Chairman that the trade between Canada and Hong Kong and through Hong Kong with South China would continue to flourish and expand. "That hope finds warm reciprocation on our part," said Mr. Imrie, "and indeed it was the insistence of that hope in our breast that brought us here in the first instance, in order that we might bring about its realisation."

Continuing, the speaker said:— "We have in mind that in the no distant future we will send a trade mission designated direct to China and Hong Kong. Our object is simply to make personal contacts

to ascertain the questions which are uppermost in the minds of your merchants in respect to trade, and to report to the Canadian authorities in order to help them to select a delegation to this country, and in order that such trade mission may know in advance the questions that may be put to them and may discuss them in advance with our Government."

In conclusion, Mr. Imrie commented on the vast trade possibilities between the nations bordering the Pacific, and mentioned that the trade of the world was moving very definitely from the Atlantic to the Pacific.

EXTRALITY ISSUE.

DR. WANG CRITICISES BRITISH PROPOSALS.

NEGOTIATIONS TO CONTINUE.

London, Yesterday. In the House of Commons to-day, replying to questions relating to extrality in China, Mr. Arthur Henderson said that the Chinese Foreign Minister, Dr. C. T. Wang, conversing with the British Minister, Sir Miles Lampson, on November 20 made some criticisms of the British draft proposals. Mr. Henderson understood that counter proposals were likely to be received shortly. He was aware of the unsettled state of the country, but did not think the matter would be improved by allowing the negotiations to come to a standstill. Mr. Harry Day asked whether a reply had been received from the other six Powers approached. Mr. Henderson said he required notice to answer that question.—Reuter.

THE "EARLY BIRD."**WATCH AND CHAIN STOLEN FROM SHIP EMPLOYEE.**

A Chinese was to-day charged before Mr. H. R. Butters in the Kowloon Magistracy with the larceny of a watch and chain; the property of a fitter employed on board the R.M.S. Empress of Japan, and with returning to the Colony after he had been banished for a period of five years in 1927. He admitted both charges.

Detective-Sergeant Poyntz said that accused was arrested at 5 o'clock this morning, when he relieved the fitter of his watch as the latter was returning to his ship. The complainant was unable to attend Court because the Empress liner left port at 6 a.m.

For the larceny of the watch and chain accused got three months' hard labour, and for returning from banishment, an additional term of six months.

EMPLOYEES' LAPSE.**THEFT OF GOODS FROM THEIR MASTERS.**

Sentence of three months' hard labour was to-day passed on a Chinese, who pleaded guilty before Mr. Ernest H. Williams to the larceny of 45 yards of white shirting material, the property of his master at 77, Wellington Street. His Worship remarked that it was up to the defendant, as an employee, to look after his master's goods and not to steal them.

In a second case of a similar nature, Mr. Williams imposed a fine of \$100 with the alternative of two months' jail, on a Chinese, who admitted the theft of a piece of silk, the property of his master at 122 Jervois Street. It was stated that defendant had been employed at the shop for five years, and had never done anything wrong.

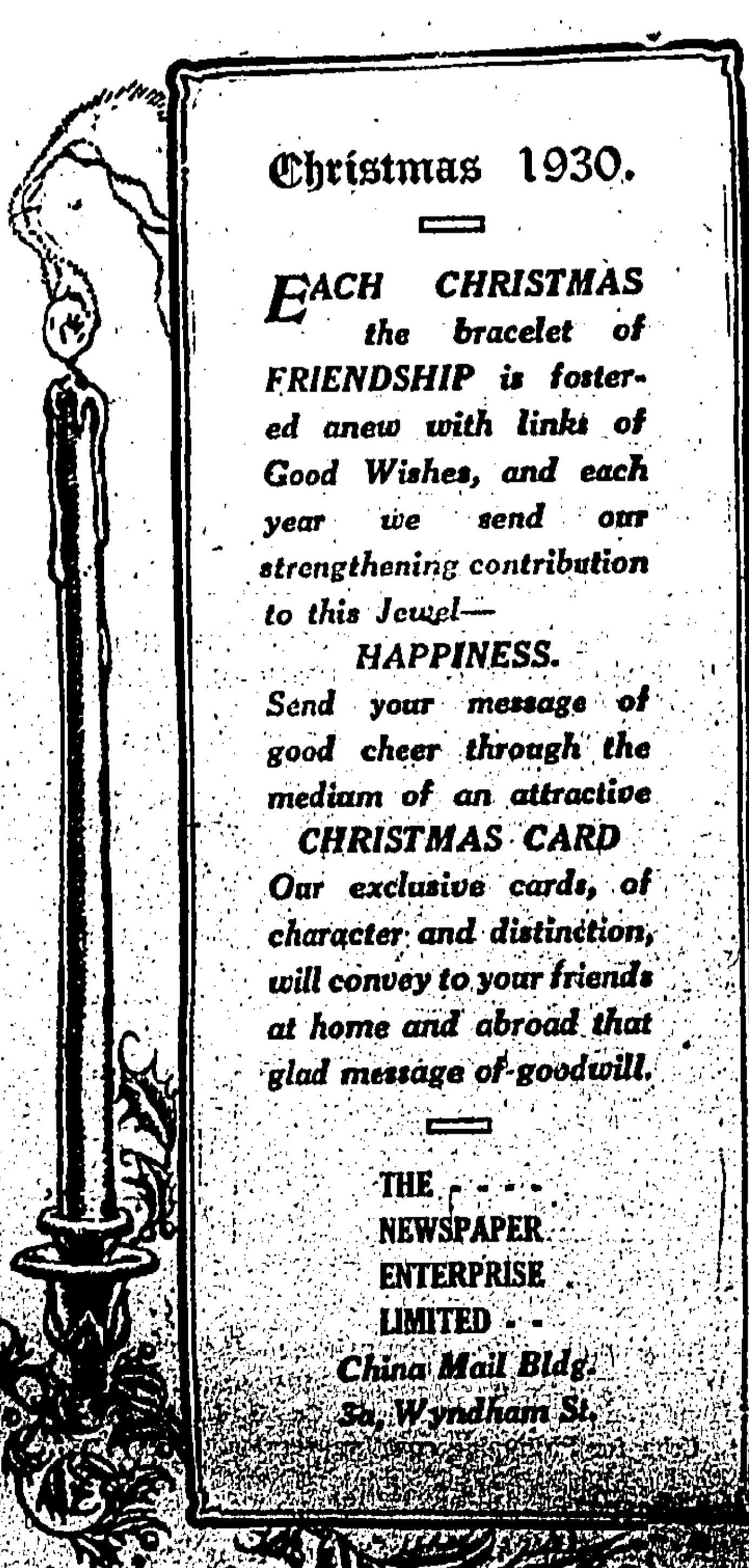
CHEAPER PAPER.**DAILY TELEGRAPH TO REDUCE TO ONE PENNY.**

London, Yesterday. The London Daily Telegraph is reducing its price on December 1 from two pence to one penny.—Reuter.

Ten Years Ago.

(From the "China Mail" of November 27, 1920.)

To-day's dollar is worth 3/7^{1/2}. Sir Maurice Fitzmaurice, C.M.G., of the firm of Coode, Matthews, Fitzmaurice and Wilson, Consulting Engineers for Harbours to the Crown Agents for the Colonies, who has been in Hong Kong in behalf of the Government, studying the harbour and its needs, for the purpose of making a report on its future development, has practically completed his survey of the situation and will leave on Tuesday (the 8th). He is accompanied by Lady Fitzmaurice. The report will be submitted later, and it is expected that it will be made public in whole or in part.



LEAGUE OF NATIONS SOCIETY.

Successful Opening Meeting.

WHOLE-HEARTED SUPPORT.

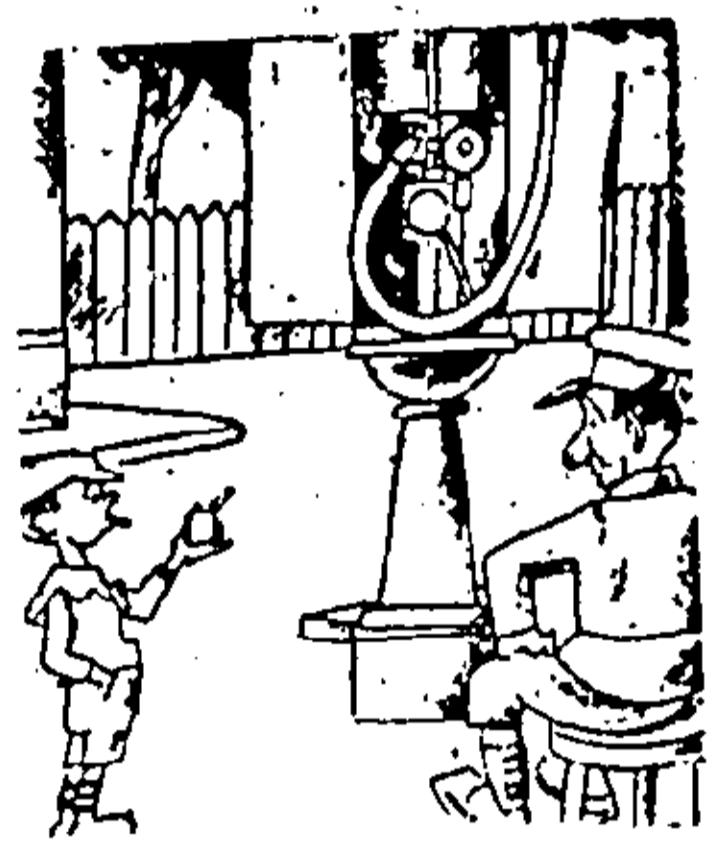
There was a large attendance in the Cathedral Hall yesterday on the occasion of an inaugural meeting of the League of Nations Society in Hong Kong. The gathering was representative of every section of the community, and the chair was taken by the Rev. J. C. Knight Anstey.

It was intimated at the conclusion of the meeting that H.E. the Governor had consented to become Patron.

President's Appeal.

After the Chairman's introductory speech, in which he made reference to the inception of the League branch in Hong Kong, and made an eloquent plea for support from all classes and nationalities in the Colony, the Hon. Mr. R. H. Kotewall, (President), elaborated upon the work done by the League since its formation in 1920. He also pointed out the value of such a body to a peace-loving nation like China.

Beginning by giving a brief history of the League, Mr. Kotewall then went on to say that amongst the work done by the League was the saving of Europe in 1920 from an epidemic of typhus. By their work then it was estimated that they had saved more lives than were lost in the war. Again, in 1922, when Austria was on the verge of financial ruin, the League had come to the rescue with a large loan, enabling the country's finances to be put on a sound foot-



REFILL STATION.
"Petrol, please!"
Guerin Meschino, Milan.

ing. Similar assistance was afforded to Hungary two years later.

As was well known, the Locarno Treaties were based upon the League's idea of mutual guarantee against oppression. The Kellogg Pact was signed two years later, condemning war as the solution for international controversies, and the Five-Power Naval Conference in 1930 had resulted in substantial reduction of naval armaments. Apart from all this, the League had been instrumental in averting at least two wars in Europe, and settling many serious international quarrels.

Work For Humanity.

Mr. Kotewall continued by stating emphatically that the League was far from being fantastic and impracticable. Its work since its foundation proved the contrary to be the case.

Referring to the League's work for humanity, the speaker said:

In this work I know that the women of China, if the high purpose of the League is clearly put to them, will readily participate. And so will their men-folk. The Chinese are a peace-loving people.

They abhor war and strife. The intermittent warfare which has afflicted China for nearly two decades has not been the work of the common people. Ninety per cent. of them do not understand, and do not care to understand, what the fighting is for; their one desire is to be left in peace to pursue their vocations. Throughout the Chinese classics are scattered the sayings of wise men in condemnation of war. In illustration, I quote here a few. The philosopher Lao Tze says: "A fine army is an evil instrument." He also lays it down as an incontrovertible truth that a great war invariably brings in its train scarcity and misery. The famous historian Tsu Yu-ming, who lived nearly two thousand years ago, made this observation: "War is like fire; those who start the fire will themselves be burned." An unknown writer has said: "A fight between two tigers must end in the death of the weaker animal and the injury of the stronger." The truth of this observation has been abundantly borne out by the Great War in which the victors have suffered, and are suffering to this day, only one degree less than the vanquished.

Election Of Officers.

After the constitution of the Society had been read to the meeting by Prof. R. Robertson, M.A., the following officials were elected:

President, the Hon. Mr. Kotewall; Vice-President, Dr. R. H. Chev-

DELIGHTFUL CHARITY CONCERT.

Mrs. R. H. Gregory's Success.

OVER \$1,000 REALISED.

Three ladies, together with the Orchestral Society, carried the whole of the programme at the concert arranged by Mr. F. Mason in aid of the Tung Wah Easter Hospital, which was given in the Theatre Royal last night.

Mrs. R. H. Gregory, the first lady to appear, was extremely happy in her choice of three Spanish songs, which were given with superb confidence and perfect ease.

Mrs. Gregory, in fact, paved the way to the ultimate success of the concert. She is possessed of a voice of remarkable clarity, which she is able to modulate to a softer note of very true and sweet quality. Her Spanish items were sung with all the requisite sparkle, and later in the evening she revealed her dramatic capabilities in "Pace Pace, Mio Dio," and the exquisite "Un bel di Vedremo," from Madame Butterfly.

Contrast in Style.

An admirable contrast in style was provided by Mrs. Snowdon Jones, whose offerings, mostly of the English ballad school, were received most enthusiastically. Mrs. Snowdon Jones is no stranger to Hong Kong audiences, and she was in her best voice last night. Possibly her best item in the first half group was Grieg's "Good Night." In the second half she was most successful with "Cherry Klippe" and "Wake Up" (Montague Phillips), besides giving the lilting "Song of the Palanquin Bearers" (Marlin Shaw), in most vivacious manner.

Mrs. Portallion, the contralto, is to be thanked for giving us the sadly-neglected "Who is Sylvie?" Later she pleased greatly with Saint-Saens's "Softly Wakes my Heart." Her duet with Mrs. Snowdon Jones, which followed later, were also highly appreciated.

Orchestral Selections.

The orchestra, under the baton of Mr. Mason, made a none too impressive start with Handel's "Minuet" from "Berenice." Whilst it was played with technical accuracy, there seemed to be a weakness in attack, particularly by the violins, which was manifest at times throughout the evening, until the final item, Edward German's "Gigue." Here Mr. Mason took definite command, with the result that a really spirited playing was heard. It was much the best of the orchestra's contributions, although they had previously been very successful in "Sea Laughter" (Kennedy Fraser).

Mr. Mason's Work.

A special paragraph must be devoted to Mr. Mason. He alone must know how hard he had worked for the success of the evening, and last night he worked (for such it is) like a Trojan. His accompaniments were all in most inspiring vein, infinitely played. And he conducted the orchestra with great skill and understanding.

The concert ended rather abruptly. The curtain fell, and that was all. We are accustomed at events of this kind to hear profuse thanks tendered to all concerned. Mr. Mason, who surely deserved all praise, was not offered any. It was a sad omission.

It is understood every seat in the house was sold, and it was learned unofficially that the funds will benefit to the extent of over \$1,000 as a result.

STOWAWAYS' LUCK TURNS.

The two Russian youths, Wirth Constantine, and Shaduro Leomid, who were last week fined \$50 each or one month's hard labour by Mr. H. R. Butters for stowing away from Shanghai, made another appearance before him. Worship this morning.

Detective-Sergeant Kellett informed the Magistrate that he had now found a person who was willing to look after the lad and to send them back to Shanghai.

His Worship accordingly ordered the boys' discharge and administered a caution.

Detective-Sergeant Kellett informed the Magistrate that he had now found a person who was willing to look after the lad and to send them back to Shanghai.

The Committee was elected as follows: those whose names appear with an asterisk are members of the Executive Committee:

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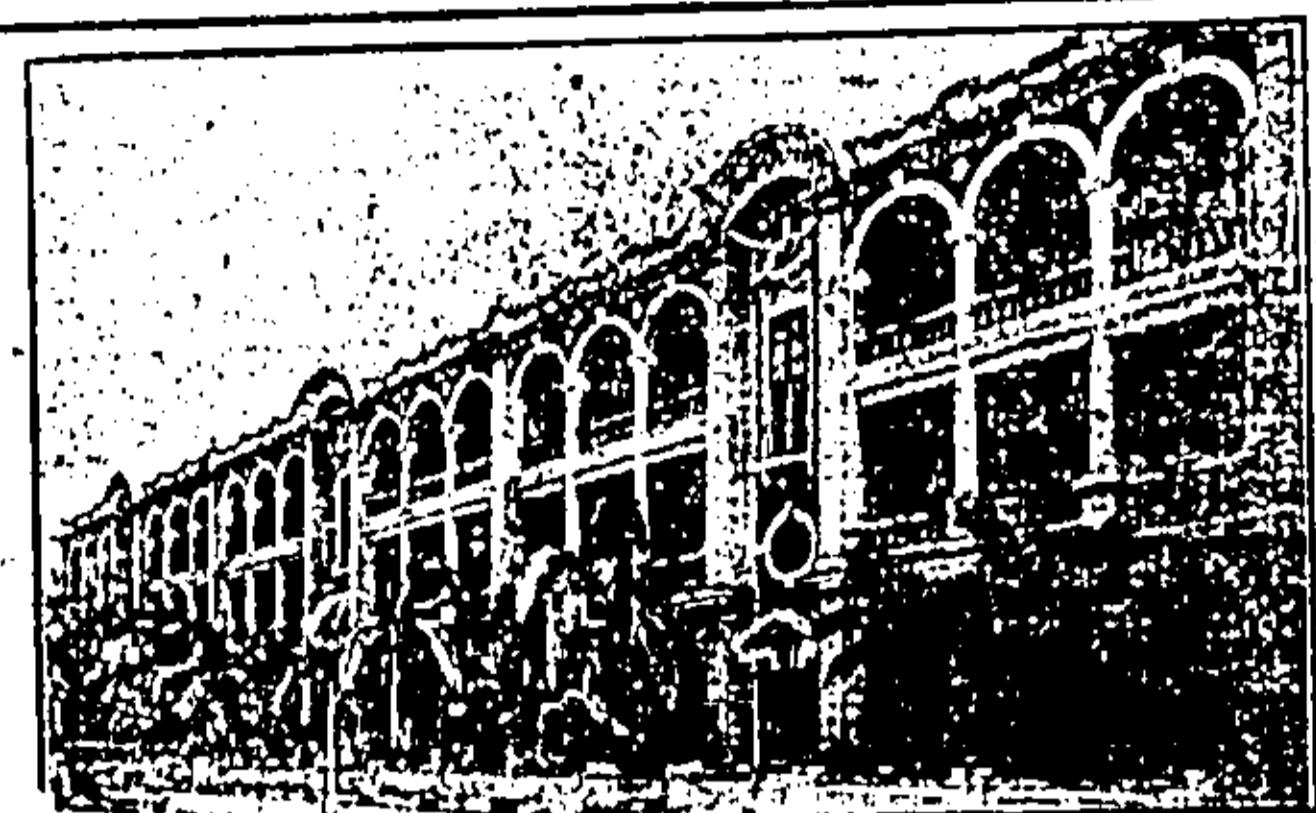
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THE
HONG KONG
PENINSULA HOTEL:
HONG KONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL
AND
SHANGHAI
ASTOR HOUSE: PALACE HOTEL
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AIRLIE HOTEL 23-25, NATHAN ROAD.
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EXCELLENT CUISINE—MODERN APARTMENTS.

TERMS MODERATE.

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THE HARBOUR VIEW PRIVATE HOTEL.
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Finest Situation on the Peninsula. Large airy rooms with full
Benefit of the Cool Sea Breezes. Unparalleled Cuisine. Cable Add.
"Harview." Tel. 56734.

Proprietress—Mrs. Gardiner.

REMOVAL OF PREMISES.

We are moving into better and more modern surroundings in Wing Lok Building, Kowloon, on December 1.

SAVARIN HOUSE

moving from 16, Hankow Road

Telephone 51-34. Wing Lok Building. Tel. Add.
56429. ALL MODERN CONVENiences. UNPARALLELED CUISINE. "Savarin" H.K.

POST OFFICE NOTICE.

Christmas cards bearing not more than five written words may be forwarded as Printed Papers provided that the enclosing cover is left open.

INWARD MAIls

From THURSDAY, NOVEMBER 27.
Shanghai, Amoy & Swatow Team.
FRIDAY, NOVEMBER 28.
Europe via Nagapatam (Papers only, London, October 30) Hong Peng
Japan, Shanghai and Europe via Siberia (London, Nov. 8) Hakozaki Maru
SATURDAY, NOVEMBER 29.
Shanghai & Swatow Shantung Amoy U.S.A. Honolulu, Japan and Shanghai (San Francisco, Oct. 31) President Garfield

OUTWARD MAIls

For THURSDAY NOVEMBER 27.
Swatow Hydrangea 8 p.m.
Samshui & Wuchow Anjou 4 p.m.
Saigon Helikon 4:30 p.m.
Formosa Nitro Maru 5 p.m.
FRIDAY, NOVEMBER 28.
Saigon, Sifalts, Ceylon, India, Mauritius, E & S. Africa and South American Ports Rio de Janeiro Maru 9:30 a.m.
Swatow, Amoy and Foochow Hail Yang 1 p.m.
Straits, Ceylon, India, Mauritius, E & S. Africa, Aden, Egypt & Europe via Marseilles Hakozaki Maru (Due Marseilles, Dec. 27.)
K.P.O. G.P.O.
Registration Nov. 28, 4:30 p.m. Letters 5 p.m.

*Superscribed correspondence only.

ROUND THE CINEMAS

"CHASING RAINBOWS" HAS MUSICAL HITS.

SCREENING ON SUNDAY.

Five song hits from the planes of seven of America's most popular composers provide the tuneful background of "Chasing Rainbows," the musical extravaganza which will open on Sunday in the Queen's Theatre with Charles King and Bessie Love in the featured roles.

Milton Ager and Jack Yellen, noted for their "Ain't She Sweet," "I Wonder What Became of Sally," "Forgive Me," "Crazy Words," and "Hard-Hearted Hannah," wrote "Lucky Me, Lovable You," "Everybody Tap" and "Happy Days Are Here Again" especially for the new Metro-Goldwyn-Mayer production.

"Everybody Tap" fits into a huge dancing ensemble with Miss Love singing and dancing the number with the trained chorus of two hundred boys and girls. "Lucky Me, Lovable You" is the love song sung by Charles King and Miss Love, and "Happy Days Are Here Again" is the musical setting for the finale spectacle, filmed in technicolour.

Low Alter, who wrote "Manhattan Serenade," composed "Love Ain't Nothing But the Blues" with Joe Goodwin, which King uses as a specialty song. Fred Fisher, George Ward and Ruggie Montgomery joined in writing "My Dynamic Personality," in which Marie Dressler scores.

All the song hits were written to meet the demands of the original story, penned by Ross Meredyth and adapted for the screen by Wells Root.

"LADY OF SCANDAL."

"The Lady of Scandal," which is now showing in the Queen's Theatre is one of the few talkies shown here in which "straight" English is heard and is not spoilt by such expressions as "Oh Yeal!" and other phrases with which only East-siders of New York are familiar, and which are fast spoiling the speech of the light-headed young sheiks of Hong Kong.

The theme of the picture is again the eternal triangle but with a different ending. The principals in the cast are Ruth Chatterton, her husband, Ralph Forbes, and Basil Rathbone.

Ralph is the son of a lord and Ruth an actress. They announce their engagement; and Ralph's family, with the exception of Basil, Ralph's cousin, are against the marriage. However, it was agreed to allow the girl to stay at the manor as a guest "on trial."

Within a week she had endeared herself to the whole family and "modernised" every member of it, even to the extent of drinking cocktails and doing the Charleston. Then came the complication. Ruth discovers that she does not really love Ralph but was "dotty" on Basil.

Ralph accepted the position bravely and, taking a post in India, went away to forget. Then Ruth discovers that Basil has an interest with a married woman, but he assures her that it was only a passing fancy and he would have no difficulty in giving her up.

When news of this woman's husband's death came, however, Basil finds it not so easy to give her up as he had thought and goes to her in Paris, and Ruth, "The Lady of Scandal," returns to the stage a sad woman, but in outer appearance the same butterly that had been beloved by members of the stage door fraternity.

Included in the programme is a short picture in technicolour in which there are some fine dancing and singing. The hero of this film is the young announcer, little "piper," of not more than six winters "tugged out" in faultless evening attire and with the mannerisms of a born Barnum.

"THE WOLF OF WALL STREET"

With a laugh and a sneer for trouble and a curse for a weakling, George Bancroft drives his way powerfully and effectively in his new starring Paramount picture, "The Wolf of Wall Street," which

opened in the Central Theatre last night.

The bars of Wall Street, "the most fascinating street in the world," are thrown down in this picture. Here we see the inner workings, the operation, the stock broker at his best—or worst. Paramount, ever alert to capture on celluloid that which interests the man in the street to-day, has produced one of the finest pictures seen here for some time.

With two-fisted virility, Bancroft portrays the "Wolf" of Wall Street. He is the unscrupulous, self-made, ruthless stock broker who deliberately loses a fortune to keep his faithless wife and her lover from getting it. Intriguing, to say the least. Bancroft's work in this picture further stamps the accomplished actor as the leader in gripping dramatic characterisations.

Bancroft is not without stellar support in his new picture. There are Bacalona, Nancy Carroll, Paul Lukas and Arthur Rankin to share honours with him. Others are Brandon Hurst, Crauford Kent, and Paul Guertzman.

Rowland V. Lee, one of Paramount's directors, is responsible for the film. Doris Anderson, Paramount staff writer, wrote the story expressly for Bancroft.

"WITH BYRD AT THE SOUTH POLE."

Two years ago the greatest adventure of modern times—perhaps one of the truly great adventures of all time—was undertaken by a dauntless, courageous group of men. Previously tested by hardships and countless daring undertakings, these men chose to fathom the mystery of what to-day is carelessly called the bottom of the world. They hoped to penetrate through the vast, overpowering barriers of ice mountains to that imaginary point which every school boy knows by name, the South Pole. They were led by a handsome, modest young man, Richard E. Byrd.

When Admiral Richard Byrd planned this trip to the South Pole, Paramount offered the services of two of its camera men to go along and get a permanent record on motion picture film of Byrd's grand adventure. Never before had this been done. The exploits of Amundsen, Nobile and Byrd himself, in previous exploration trips to the North and South Pole, had been recorded merely by the written word. People throughout the world had read of these deeds, yet it was almost impossible for them really to understand the drama, the tragedy, and the humour of such exploits.

But to-day, through the efforts of Paramount's camera men, the story (and it is one of the most fascinating stories ever recorded on film) can now be enjoyed by young and old throughout the world.

Paramount has called this picture, "With Byrd At The South Pole." As shown to a selected audience at a New York advance view, where the famous radio favourite and war correspondent, Floyd Gibbons, was the guest of honour, this mighty adventure reaches the heights of superb drama; a vital, vigorous, thoroughly human story of men who faced sternly for the sake of science; an ideal, a thrill. "With Byrd At The South Pole" is a picture so effectively handled as one continuous, logical, and dramatic story that it takes its place with the great achievements of the moving picture camera.

The camera men were alive to every situation. There is that thrilling moment when the ice pack cracks and one of the men is swept into a yawning crevasse, to be saved by the quick action of several of his comrades and by the superb courage of one of the men who risks his life in the successful attempt to get to the injured man. There is the tragedy of Spy, a giant Husky dog, who becomes lame yet persists in following the dog team until unable to go further. Heartbroken, one of the men is forced to kill this loyal animal rather than have him freeze to death. Then, as funny as Charlie Chaplin himself, hundreds of inquisitive penguins stand by at Byrd's camp, hobbling about like courteous head waiters,

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—

Bank, wire 1/2 15/16

Bank, on demand 1/2 15/16

Bank, on demand 1/8 1/16

Credits, 4 months' sight 1/3 5/8

Documentary, 4 months' sight 1/3 3/4

On Paris—

770

Credits, 4 months' sight 810

On New York—

30/4

Credits, 60 days' sight 31/5

On Bombay—

84

On demand 84

On Calcutta—

84

On Singapore—

53/4

On Manila—

61

On Shanghai—

Tis. 79

On demand 73/4 dis.

On Yokohama—

60/3

On demand 60/3

On London—

74 1/4 dis.

On demand 74 1/4 dis.

On Yokohama—

1/3 9/16

Silver (per oz.) 15/2

Bar Silver in Hong Kong Par. nom.

Copper Cash Nominal

Copper Cents 3% prem.

Rate of Native Interest 3 1/2% p.a.

Chinese Sub. Coin 24 1/4 dis.

Hong Kong Sub. Coin Par.

LONDON EXCHANGES

Rugby, Yesterday.

Paris 123.60 1/2

New York 4.85 17/32

Brussels 34.82 1/2

Geneva 25.07 1/2

Amsterdam 12.06 1/2

Milan 92.76 1/2

Berlin 20.36 1/2

Stockholm 18.09

Copenhagen 18.15 1/2

Oslo 18.16

Vienna 34.50 1/2

Prague 163 1/2

Helsingfors 193

Madrid 43.50

Lisbon 102.25

Athens 375

Bucharest 818

Rio 434

Buenos Aires 88 19/32

Montevideo 89

Bombay 1/5 3/4

Shanghai 1/6 1/4

Hong Kong 1/2 15/16

Yokohama 2/0 17/32

Silver Spot 16 1/2

Silver Forward 16 1/2

British Wireless Service

completely unafraid. And, lest it be forgotten, there is Igloo, a fox terrier and Byrd's companion in many explorations, who is the life of the party.

Toward the end of the two years' stay at this camp, called Little America, Byrd and his men uncover the giant Fokker plane which is to make the trip over the South Pole. Men and dogs pull it from its ice hangar. It is oiled, tuned up. Byrd, Balchen, a radio operator, and a camera man get into the plane. There is a moment of causal good-byes and good lucks while strong men hide their true feelings. The Fokker skims over the ice, then, gracefully like a monster bird silhouette, itself against the cloud-strewn Antarctic sky. It is a thrilling moment, a sight never seen on earth before.

From the take-off, until Byrd opens the trap door of the cockpit and drops a stone, brought from the immortal Floyd Bennett's grave over the South Pole itself, Floyd Gibbons' voice will be heard, describing in detail and in his dramatic style, Byrd's conquest of the Pole, it being the first time that a plane has ever flown over the bottom of the world.

"With Byrd At The South Pole"

is a straightforward story telling.

There is a comparatively little posing by the man. There was too much to do. The whole effect is real, sincere, never for one small minute artificial or falsely dramatic.

"With Byrd At The South Pole"

is one of the true epics of the camera.

"With Byrd At The South Pole"

will be presented at the Central Theatre starting on Saturday.

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 27th Nov., 1930.

STOCK	Buyers	Sellers	Sales	Nom.	Min. year	Last dividend and when paid

</tbl_r

MOTORISTS THIS IS YOUR PAGE



MEN OF VISION

GARGOYLE MOBIL-OIL'S best friends and strongest adherents are comprised of the shrewdest motorists in the world — people who are analytical of value and whose vision is not blinded by mere low price. They apply investment logic to the purchase of lubricating oil. Price is like an admittance ticket to service not yet performed. The value comes through the character of the service.

Results are not accidental — they do not just happen. They are the effect of a definite cause. That cause is quality. Cutting the quality saves in cost to make, justifying a low price; but reduced quality imposes a lessened value through shortcomings in the service delivered.

Gargoyle Mobil-Oil lasts longer than cheaper lubricating oils. This makes a difference in yearly cost. Usually this difference alone makes Gargoyle Mobil-Oil a far greater bargain than cheaper lubricating oils at lower prices. As Gargoyle Mobil-Oil is more dependable, it is worth a premium in price — for dependability is a vital point in one's satisfaction.

In the itemization of details which comprise good service as a whole, quality lubricants, as a rule, give full satisfaction on each of these service details. Cheap lubricants only partly serve — they do not completely meet each of the little exacting needs that the user, who wants good service, has a right to expect. Gargoyle Mobil-Oil keeps the user free from pest annoyances, inconveniences and extra costs.

Gargoyle Mobil-Oil therefore costs not only less to use, insofar as cost of ownership goes, but it represents greater worth from the standpoint of specific advantages in results.



VACUUM OIL COMPANY LTD.

BRITISH CARS.

Must Look to Export Market.

It is probable that, when the full returns for the year are available, a reduction in the number of new cars registered will be shown, as compared with last year. The registrations for the first six months of the year were only 91,460, as compared with 99,822 for the corresponding period in 1929, and it has been suggested in some quarters that these figures indicate that the British market is approaching the saturation point. A more obvious explanation, however, is that the majority of potential purchasers are affected by the severe period of trade depression through which the country is passing. It might, in fact, have been anticipat-

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ed that a much heavier drop in the sales of new cars would occur than that shown by the figures available to date, and it is certainly fortunate for the manufacturers that such a large number of people appear to regard a new car as one of the most easily justified items in their expenditure. If the exceptional rate of depreciation on cars is considered, as compared with the majority many new cars are to be seen on the road, and the number of persons who spend about one-sixth of their income on their car must be very considerable. The depressing September general trade figures suggest that the country has by no means reached the bottom of the downward path, and although the motor industry is one of the last to be affected, a further drop in home sales may reasonably be anticipated.

In these circumstances motor manufacturers must look to the export trade for a large proportion of their turnover, if they are not to share the fate of so many firms in other branches of industry, and it is satisfactory to note that a number of the leading makers are fully alive to this fact. The exports for the first seven months of the year, excluding motor cycles, were valued at £5,175,276, the highest figure ever recorded for a corresponding period, and consideration should be given to the fact that the figure would have been still higher had not a number of cars of British origin been manufactured abroad. We understand that the Austin-Severn factory in America, although only starting production in May, has been turning out 200 cars a day, and that it is anticipated that an output of 500 cars a day will be reached in the near future. The increase in exports has been brought about, in part, by improvements in roads abroad, making them more suitable for our standard products, in part, by British makers designing cars more suited to typical colonial conditions, and, in part, by instilling more vigour into the sales organisations representing home firms in the foreign markets themselves. It is not too much to hope that these factors, continuing to operate in our favour, will double or treble our exports in the next few years.

No British manufacturer is at present in a position to sell his cars in the United States, but the market for British cars in Canada is now well established, and the Canadian market for British vehicles, which will be

SERVICE POLICY.

Competent Mechanics for Lincolns.

When the owner of a Lincoln takes to the high road, he does so with the comforting assurance that he will always be within easy reach of Lincoln service facilities.

Under the Lincoln policy of service, approximately 750 authorised dealers throughout the United States have been made responsible for their actual service and maintenance at standards worthy of the Lincoln car. These dealers are to be found not only in the larger cities, but also on the main travelled roads and transcontinental highways.

Every authorised Lincoln service station employs competent mechanics who possess a complete understanding of the car. All authorised service dealers carry adequate stocks of Lincoln parts. Every such service station is equipped with a complete complement of Lincoln-designed service tools. Flat rate repair charges, based upon scientific time studies, insure uniform charges.

In addition to these stations, maintained for the convenience of Lincoln owners both at home or abroad, there are approximately 9,000 Ford dealers whose interest in the Lincoln prompts them at all times to render every possible assistance to owners. This insures at all times an efficient, dependable, reasonably priced service which adds to the security and comfort of Lincoln ownership.

suitable for the home market, is yet capable of, notwithstanding the rougher service associated with colonial use, are undoubtedly considerable. The chief difference between such a car and its foreign competitors lies in the cylinder dimensions, and in this connection, it is greatly to our advantage that the decrease in running costs obtainable from the engine of British type is being more and more appreciated abroad. It is as well to realise, however, that there are still a number of markets for which engines of American type are considered to be essential, and it is somewhat a waste of time to attempt to compete in these markets.

IMPROVED WHIPPET

Popular Car in Lowest Priced Field.

The most popular low priced car ever presented by Willys-Overland, the Whippet Four, is making a further step forward in its class through a series of important mechanical improvements for longer life and artistic advancements which are expected to bring it to an even greater peak of popularity than heretofore attained.

Although the popular Whippet has kept ahead of current design and performance each year since its introduction more than four years ago, the improvements now incorporated in the car are the most advanced ever made in any one year.

The fundamentals of the Improved Whippet are practically the same as its predecessor, while the new details which have been added give it greater beauty, increased riding comfort, exceptional smoothness, safety and longer life with no increase in price.

With a successful background of more than four years, the Improved Whippet now brings added features to the field of the lowest priced car in addition to those mechanical advancements first incorporated in the original Whippet. It has been the aim of the company since the first Whippet to make only those refinements from year to year that were necessary in order that this car might retain the position of mechanical superiority it has established. It is pointed out that the original Whippet in design, performance, quality, economy and long life, was so far in advance of the times that major changes have been unnecessary.

The improvements incorporated in the current model includes front and rear double acting hydraulic shock eliminators; internal 4-wheel brakes, fully enclosed; engine mounted in rubber to absorb vibration; adjustable front seat in sedan; Klaxon horn mounted on front tie-bar between head lamps; new couch-type upholstery; flashing exterior colour combinations; newly designed lamps, hub caps and radiator filler cap.

These advancements are in addition to the other well known Whippet features of powerful, speedy, high compression motor; "Finger-Tip Control;" full force feed lubrication; silent timing chain; oversize tyres, and extra heavy and long connecting rods.

In performance the Improved Whippet maintains the same high standard of speed, power, smoothness, acceleration and economy while the comfortable riding qualities have been enhanced through the incorporation of hydraulic shock eliminators, front and rear.

Although the body lines in reality are unchanged, the improved car has a distinctly different appearance. This is accomplished in part by the adoption of entirely new exterior colour schemes with the outside of the roof matching the body paint. The appearance also is aided by the new arrangement of the hood louvres.

A new touch of beauty and comfort in the interiors is obtained by the use of the new couch-type upholstery. Another feature of convenience in the adjustable front seat in the sedan. By means of a readily accessible turn-screw, the seat may be moved forward or backward to suit the driver's favoured position. This feature is one appreciated by women drivers who sometimes find the distance from the seat to the clutch and brake pedals unsuitable for comfortable driving.

A marked improvement is noted in the new Whippet braking equipment. The brakes are the two shoe Beldix Duoservo type, internal expanding and fully enclosed. They operate by cable and conduit control instead of the usual ballcrank and lever. This advanced construction eliminates brake rattle in addition to providing a superior brake which enables the driver to have his car under complete control at every driving range.

Tests over all kinds of roads have shown that the use of the double acting hydraulic shock absorbers provided exceptional riding comfort and removed dangers of hard jolts which are common, especially over improvised detours and rough city or country pavements. No detail has been overlooked to provide smooth and quiet operation of the engine. In the Improved Whippet a greater degree of smoothness is obtained by the special mounting of the engine. At all

FORD CHAT.

Glass in Ford Saved Lives of Policemen.

Two policemen in Terre Haute, Ind., probably owe their lives to the shatterproof glass in the windshield of their Model A Ford. In a gun battle with a trio of bandits four direct hits were made on the Ford, two of them on the windshield. The two bullets were imbedded in the glass.

Ford Immersed 12 Days Runs Under Own Power.

After 12 days immersion in 15 feet of water under the ice of Fernan Lake, not far from Spokane, Washington, a Ford coupe, owned by the Municipality, was recently recovered and driven back to the city under its own power.

City officials were driving the car across the lake when it plunged through a thin layer of ice. They scrambled to safety, but before any attempt could be made to retrieve the Ford, it was necessary to wait until the ice hardened sufficiently to support the lifting apparatus.

After the car had been raised by a derrick the water was drained from the body, crankcase and fuel tank. It was towed two miles to a Ford dealer in Couer d'Alene, Idaho, where a new battery and carburetor bowl were installed. Then supplied with fresh gasoline and oil the car was driven 35 miles to Spokane.

Ford Car Wins in Road Run in Peru.

Model A Ford cars recently won first and third places in a 100 kilometer race held in Peru under the auspices of the Federation of Chauffeurs. The winner was given a gold watch by the President of the Republic. The race was over the Amancas Road, a tortuous route which afforded a difficult test of the durability of both cars and drivers. Six cars participated.

New Yorker Drives Ford 13,000 Miles in 60 Days.

A trip of 13,000 miles across the Continent and back in 60 days was made recently by William B. Putney, 3rd, of New York, in a Model A Ford. Mr. Putney drove north to Calgary and Banff, then south to Seattle and Los Angeles, and east via the Grand Canyon, Kansas City, and St. Louis. "We averaged better than 20 miles to the gallon," he reported. "Not counting a day at Grand Canyon, we drove home to New York from Los Angeles in just eight days. The car was extremely economical to operate, comfortable and ready."

All Ford in British Run Awarded Medals.

Every Ford car entered in the recent London to Exeter run in Britain received an award. Of the five Ford entries there were given gold medals, one a silver and one a bronze medal.

Only 12 gold medals were awarded in that class which included the Ford and which numbered 67 entries in all. With three of the 12 gold medals to their credit, therefore, the Ford had the best percentage in that class of any other make of car.

points of its contact with the chassis, rubber insulation is employed which results in smoothness, absence of minor vibrations and renders the car exceptionally pleasant to drive.

The successful use of the full force feed lubricating system in the Whippet for more than four years also is retained. By means of this type of oiling, the driver is assured of adequate lubrication of all engine parts.

"Finger-Tip Control," which is used on all Willys-Overland products and has won so much wide acclaim among hundreds of thousands of owners, also is used. This enables the driver to control the starting of the engine, operation of the lights and sounding of the horn from a single control button in the centre of the steering wheel. The hundreds of thousands of Whippets that have been placed in the hands of buyers in the past four years have travelled many millions of miles all over the world, and it is a tribute to the mechanical superiority of the car to point out that most of the first cars

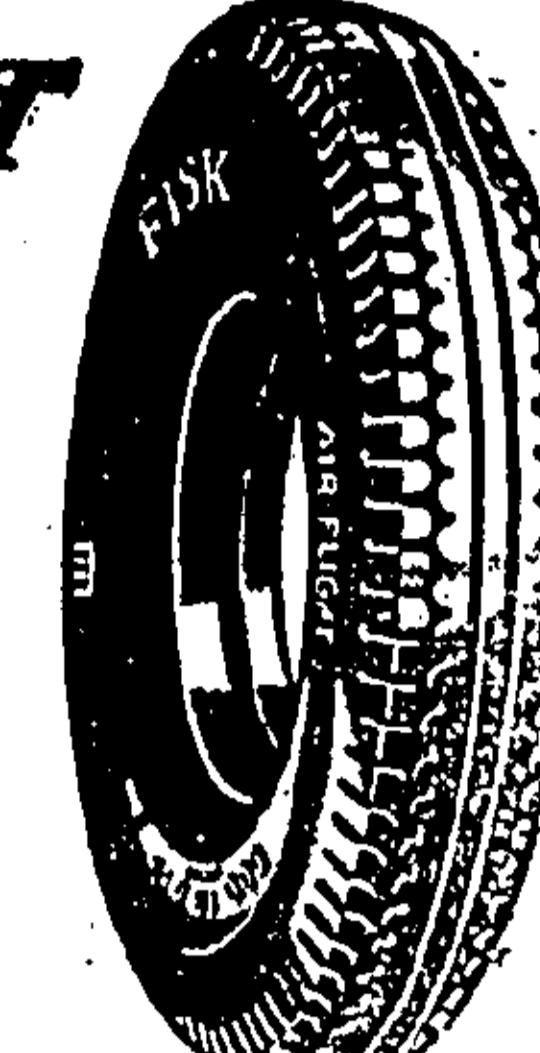
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CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.

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MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 83, Wong Nei Chung Road, Happy Valley. Tel. 30228.

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MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Buean's Road. Tel. 24759.

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PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24769.

WILLARD BATTERIES.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

PISTON TROUBLES & THEIR CAUSES.

Piston troubles, or at least obvious ones, are, considering the light weight of the modern piston and the speed at which it travels, comparatively rare, but with a certain amount of care in driving and in watching the lubrication even the few cases which come to notice can be eliminated at least considerably reduced.

Manufacturing methods of the present day have developed to such a high standard that a faulty piston is almost unknown, and we must, therefore, look to the driver of the car to keep these hard-worked units at their normal operating efficiency. Being tucked away inside the engine, the pistons are rarely seen, and because of this few drivers give them more than a passing thought. An idea of what they have to perform may serve to bring to light a few reasons as to why these parts of the engine should have considerable attention. Speaking broadly, the piston is the hardest-worked part of the motor. It is thrown up and down, violently pushed and pulled by the forces produced by the explosions and by its own inertia, heated by flaming gases, and forced to rub against the cylinder walls by a heavy side pressure. Under these conditions it covers a surprisingly big mileage, so that when the car has done 10,000 miles each piston has travelled in the vicinity of 5,000 miles up and down in the cylinder. Considering the load which it carries, its difficult duties of preventing gas from escaping down into the crankcase, and oil from passing up into the combustion chamber, and the very great difficulty of lubricating sliding surfaces subjected to high temperatures, the average piston performs its work with marked amount of success.

Aluminium Pistons.

There is a marked tendency on the part of many drivers to ascribe all piston troubles which have occurred during recent years to the change over from cast iron to aluminium alloy. Those who think on these lines are apt to forget that

in the same period of time a tremendous advance has been made in the power obtained from a cylinder of given size. An increase in power can be obtained in two ways, both of which have been very fully used. The first consists of increasing the compression ratio, and the second of increasing the engine speed, or, to put it plainly, increasing the power of the explosion and getting more explosions per minute. It must be obvious that this development results in a twofold increase in the load carried by the piston. First, there is a direct increase due to the higher gas pressures and to the higher temperatures, and there is the increased inertia load caused by the higher speeds. A piston must be stopped and restarted at the end of every stroke, and this requires very big forces, often amounting to over a ton when the engine is turning over at high revs. To meet the situation, and to bring the loads carried by the bearings inside reasonable limits, designers have been forced to reduce the weight of the piston as much as possible.

Troubles.

Getting back to the troubles which have been experienced with pistons in heavily-loaded engines, these may be divided into three classes—piston slap, rapid wear, and heavy oil consumption. Before describing the ways in which an owner can safeguard the pistons, it would perhaps be as well to consider these troubles and their causes.

All ordinary metals expand when they are subjected to heat, and the rate of expansion is greater for aluminium alloys than it is for cast iron. Consequently, in order to prevent a piston from seizing while hot the clearance between the skirt and the cylinder wall when the engine is cold must be in the vicinity of .005in. in a cylinder with a bore of about three inches. It is well known that an audible tap is produced if the clearance gets in excess of .008 in., so that it will be seen that it is exceedingly difficult to prevent such a tap from being

developed on the inlet stroke it is popularly supposed to

This scheme works well enough so long as the rings fit closely in their grooves, but when a certain amount of up and down play develops a pumping action takes place, which leads to a rapid increase in oil consumption.

This is one of the most important causes of high oil consumption, the oil being delivered to the combustion chamber, where it is burnt. The pumping pressure which the rings develop is surprisingly high, and consequently, contrary to popular belief, the pressure above the piston is not of much moment. In other words, the amount of oil burnt when the engine runs at full throttle is almost as great as when the throttle is closed, and when considerable suction is developed on the inlet stroke

it is popularly supposed to

be heard when the cold engine is started after a slight amount of wear has taken place. This has been remedied to a large extent by the use of Invar Strut pistons, which allow of a comparatively close fit.

Next, there is the big subject of piston lubrication. The oil which the cylinders receive is almost wholly derived from the spray or mist produced by the big ends. The pump feeds the lubricant to the crankshaft, and the oil travels through the passages in the shaft to the big end bearings. The surplus escapes from the ends of these bearings and is thrown round by the whirling action of the shaft, so becoming deposited upon the exposed lower surfaces of the cylinder walls.

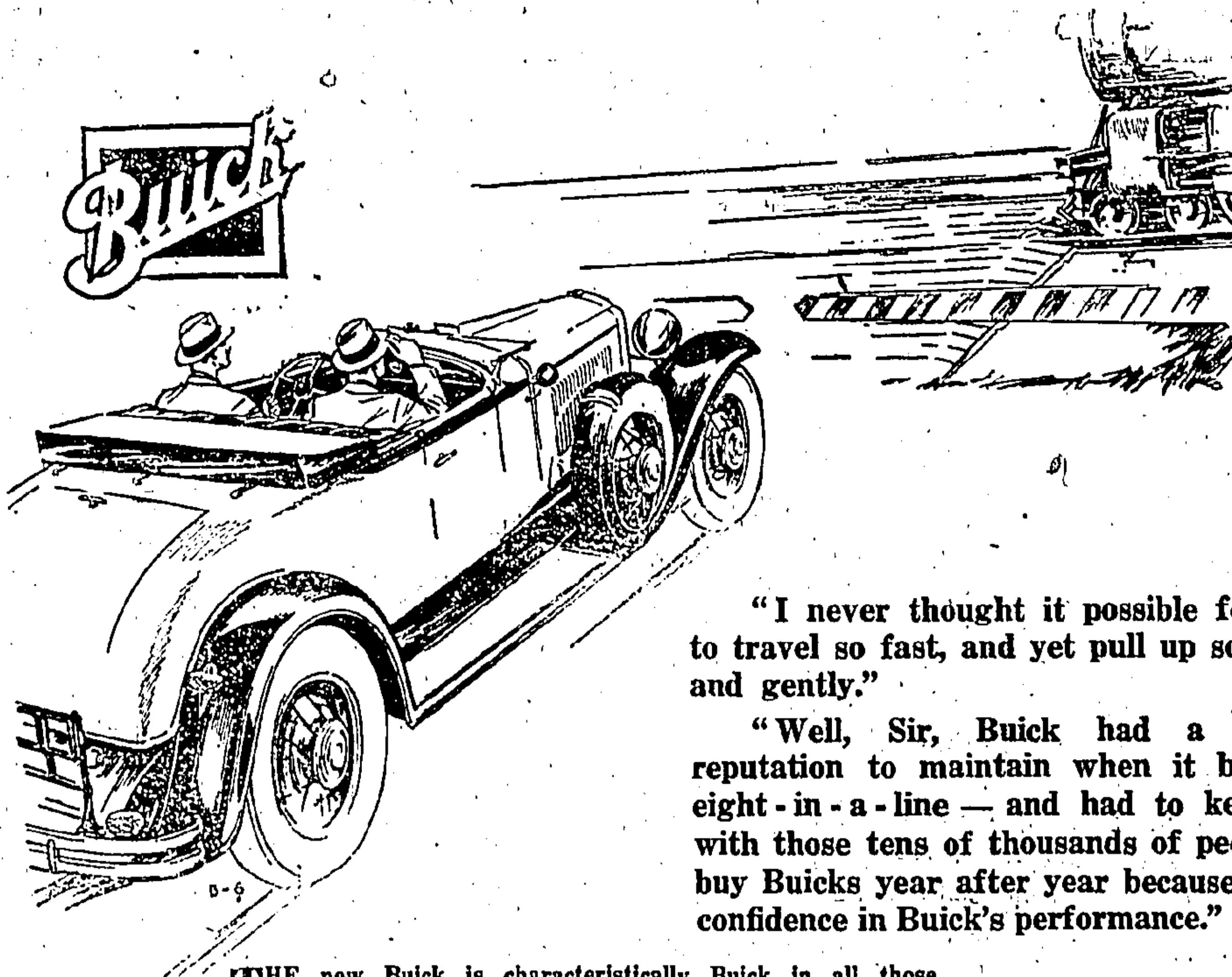
The piston in moving up and down obtains its lubrication by picking up oil deposited in this way. It is essential that it should receive sufficient lubricant; oil is cheaper than new pistons and reground cylinder blocks. On the other hand, only a very slight excess is needed to make the difference between a reasonable oil consumption and one open to criticism as being too heavy.

Piston rings are, of course, provided to hold the compressed gases and also to prevent oil pumping, many pistons having special oil rings to control the amount of oil reaching the upper part of the piston.

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it is popularly supposed to



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CAR DESIGN.

New Features in 35 Years.

The development of the touring car may be said to have commenced about 1880, when the petrol engine first became a commercial success, although it was not until after the repeal of the Locomotives on Highways Act in 1896 that the construction of such cars was taken up seriously in Britain. Some of the earlier cars had the major components arranged in the sequence—radiators, engine, clutch, gear box, propeller shaft, and rear axle, the final transmission and the differential both being of the bevel type. The gear box incorporated two or three ratios with clash engagement; Ackermann steering was employed, and the chassis was carried on semi-elliptic springs fore and aft. It is decidedly striking that this layout has withstood the test of time so successfully that the details given would serve as an outline specification for the majority of modern cars. In his Presidential Address to the Institution of Automobile Engineers, Sir Herbert Austin enumerated a number of additional features which have characterised design during the past thirty-five years, and suggested that it is not at all a bad plan to have the sump removed and the big ends taken up. This alone may check the oil consumption for some time, but eventually it will be necessary to have the cylinders re-bored and new pistons and rings fitted. Of course, if examination shows that the piston clearances are not excessive, it may be sufficient to fit new rings, including a scraper ring of one of the many designs now available.

LIGHTEST METAL.

When the rate of oil consumption shows a noticeable increase, it is not at all a bad plan to have the sump removed and the big ends taken up. This alone may check the oil consumption for some time, but eventually it will be necessary to have the cylinders re-bored and new pistons and rings fitted. Of course, if examination shows that the piston clearances are not excessive, it may be sufficient to fit new rings, including a scraper ring of one of the many designs now available.

Motor Bearings That Will Not Wear Out.

Motor-cars with bearings which will not wear out may be placed on the market in the near future as the result of the discovery of large deposits of lithium in South-West Africa.

Lithium is the lightest metal known, and has a specific gravity of not much more than half that of water. It is understood to be the chief element in a new aluminium alloy which is much lighter than pure aluminium and nearly as strong as steel, and which will stand in definite wear as bearing material.

Already thousands of tons of ore have been mined, and the deposits on the part of the public have resulted in the disappearance of many promising designs.

Perhaps the most interesting part of Sir Herbert's address was that dealing with weight reduction. It was suggested that the road vehicle of the future will have many less parts, and although automobile engineers will be in general agreement that this is an ideal to be aimed at, it is difficult to foresee how it can be achieved. The chief point made by Sir Herbert was that the construction of the body and chassis as practically independent units resulted in redundant parts and needless weight, but this point has certainly not been overlooked by manufacturers, and the fact that so little has been achieved is sufficient indication that the problem is very difficult of solution. The greatest difficulty in designing a frame which shall serve to house both the body and chassis components is presented by the break in continuity, represented by the doors, but the loss of accessibility is also likely to be serious. It is only necessary to imagine the inconvenience of undertaking a chassis overhaul without taking off the body to appreciate the difficulty that the designer would have to overcome. As regards weight reduction in other directions, we have previously expressed the view that chassis frames could be made very appreciably lighter at only a slight increase in cost by employing open side members, that is, members of greater depth with the majority of the web punched out, leaving only isolated bridges between the top and bottom flanges. Weight reduction by the employment of wire wheels, high-speed engines, steel stampings, and light aluminium alloys, has been practised to a greater or lesser extent for many years, and it is not easy to see that the application of such devices on a greatly increased scale is possible without an increase in cost, which, when all is said and done, is the controlling factor in designing for a large market. Engineering.

A COMPLETE SHOW REPORT.

Since 1920 no journal, with the single exception of 'The Motor', has attempted to produce and publish in one issue a complete, alphabetical report of the Show, classified in many sections, and covering every exhibitor's stand.

The number contains about 132 pages of reading matter and the announcements of practically the entire motor industry. It constitutes such a complete guide to the reader as to the trend in every direction of the industry, including this year the motor boat and garage servicing sections, that as a reference book for use during the whole year it is invaluable.

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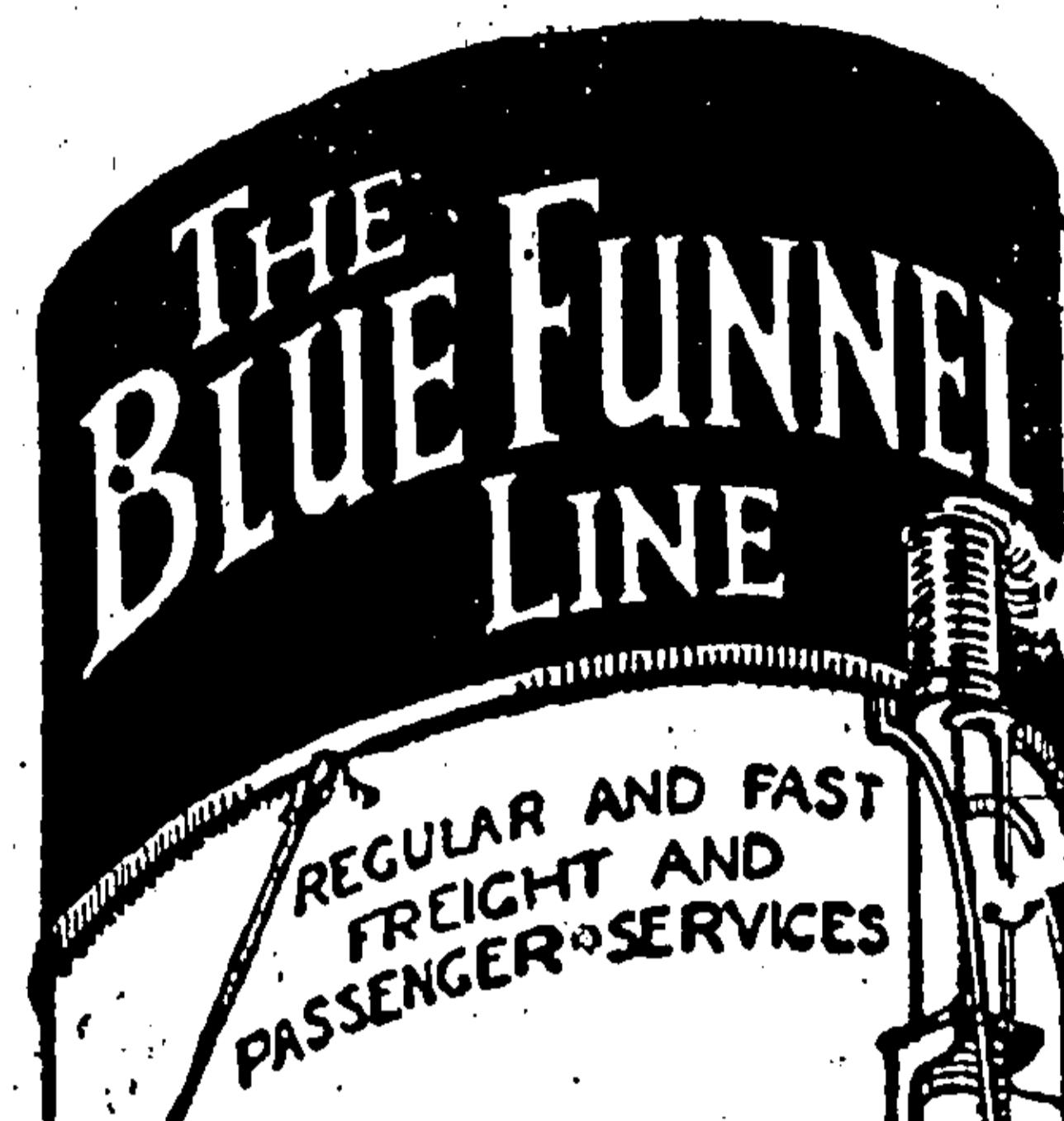
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Thursday, November 27, 1930.
Tenth Moon, 8th Day.

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DISARMAMENT.

CONSIDERABLE PROGRESS IN GENEVA.

BRITISH AMENDMENT.

London, Yesterday. Considerable progress has been made in the last few days by the Preparatory Disarmament Commission at Geneva.

This was continued yesterday, when it was decided to close the second reading of the draft Convention, during which several difficult issues were surmounted. The third reading will begin to-day, on the text of the Convention as it now stands.

A British amendment to Article I., on publicity of expenditure, was adopted yesterday. It provided that each of the high contracting parties will communicate to the Secretary General of the League a statement in the modes of the form showing the actual total amount expended on the land, sea and air forces during the preceding financial year. It shall at the same time communicate to the Secretary General a statement showing the amount actually expended during the preceding financial year on the upkeep, purchase and manufacture of war material, as defined in the Convention.

The Article concerning naval effectiveness was also accepted. It proposed that tables relating to naval effectiveness should indicate the total of naval forces in the form of aggregate figures for officers, non-commissioned officers and men together.

It is understood that separate particulars will be furnished in an annual statement of the number of officers and men who have completed a certain period, to be decided, of active service.—British Wireless Service.

LORD KYLSANT.

TO VISIT SOUTH AFRICA NEXT YEAR.

Rugby, Yesterday. Lord Kyllant has been granted leave of absence by the Court of Directors of the Royal Mail Steam Packet Company, and also by the Board of its associated companies.

He will be visiting South Africa early in the new year, and will be away several months.

Mr. Walter Runciman has been appointed deputy chairman of the shipping companies of which Lord Kyllant is chairman. Mr. Runciman states he has no intention of relinquishing his Parliamentary duties.—British Wireless Service.



END STAGNATION.

CORRUPTION AND NEGLIGENCE IN CHINA TO GO.

CHIANG'S DETERMINATION.

Nanking, Yesterday. Marshal Chiang Kai-shek, addressing Ministers and other high Government officials, deplored the present state of affairs within the Government, and announced his determination to end "the present state of lethargy and stagnation, and deal sternly with officials guilty of corruption or negligence of duty."

He deplored the fact, that since its establishment, the Nanking Government had been handicapped by administrative inefficiency. He recognised that the civil war had exhausted the country's resources, and thereby made enforcement of the political programme extremely difficult, but with complete liquidation of the rebellion, and improvement in the Government machinery, officials had no excuse for shirking their responsibilities.

Inactivity must cease, else the Government's heavy and progressive programme was doomed to failure. Officials one and all must realise that they form part of the Government as an entity, and so long as the officials fulfilled their duties, none need have apprehensions; but the negligent and corrupt would meet with stern punishment.—Reuter.

ANTI-SOVIET PLOT.

ALLEGATIONS OF FOREIGN INTERVENTION.

BRITISH AIRSHIP!

Moscow, Yesterday.

According to the official agency, an accused named Ramzin confessed that the French intervention committee, headed by General Janin (of the General Staff) and the British General Staff represented thereon in France, had not planned to send armed forces but military instructors, and perhaps naval airships, while Poland and Roumania would supply the actual military forces and the remnants of the White Russian armies abroad would be utilised.—Reuter.

FLYING IN AFRICA.

Rugby, Yesterday.

The Royal Air Force West African flight, which visited Bathurst and toured Gambia, returned to Khartoum yesterday.—British Wireless Service.

Eight nations, all European, have hitherto ratified it.—Reuter.

ECONOMIC CONFERENCE.

Geneva, Yesterday.

The plenary sitting of the Economic Conference resolved to extend the date for ratifications of the Commercial Convention, concluded last March, until January 25, 1931.

Eight nations, all European,

have hitherto ratified it.—Reuter.



UNDER FIRE.

SECOND OFFICER OF A STEAMER WOUNDED.

YANGTSE INCIDENTS.

Peking, Yesterday. The latest foreign ships to come under fire on the Yangtze is the Fu Huo, whose Second Officer has been wounded in the thigh.

It is generally felt that only a big land campaign, which will completely suppress the Reds, can make the River safe.

Bandits who recently captured Sianyin are now attacking Liugang, while others are moving into West Hunan. The area where launches usually ply between Changsha and Changteh is now unsafe. Taoyuan is also believed to be endangered, as well as other cities in West Hunan.

Two Americans and other missionaries formerly at Taoyuan are safe, but there is anxiety regarding twenty Americans in Shenchow and elsewhere in Western Hunan, who are at present safe, but if the bandits move thither, it would be very difficult to evacuate them.

The Chinese and foreign authorities are again in touch with Fathers Laffen, Lineham and Fernandez, hence there are some hopes that they may be released.

The vernacular papers state that twenty thousand Reds are surrounding Kwangshan, in Honan, and no news of the safety of five foreigners there has come to hand. They also state that the Reds are gradually moving against Sinyang-chow.—Reuter.

RUBBER INDUSTRY.

FIVE FRENCH ESTATES CLOSING DOWN.

Amsterdam, Yesterday.

The Handelsblad learns that five French rubber estates at Tapanelli, West Sumatra, are closing down for two years; which will mean a yearly reduction of 1,800,000 kilos of rubber exported from the Dutch Indies.—Reuter.

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AMUSEMENTS

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with TECHNICOLOR
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A Metro-Goldwyn-Mayer ALL TALKING PICTURE

BETTY BRONSON in "RITZY"
STAR TO-DAY TO SATURDAY
AT 5.30 & 9.20

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THOMAS H. INGRAM
AT THE WORLD TO-DAY TO SATURDAY
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